

Memorandum

4 October 2024

To: Waitematā Local Board
Subject: City Centre update – workshop 8 October 2024
From: Simon Oddie – Priority Location Director – City Centre
Contact information: simon.oddie@ekepanuku.co.nz

Introduction

1. Staff from across the city centre team will attend the Waitematā Local Board workshop on 8 October.

Workshop agenda

Item 1: City centre update **10:30am – 10:45am**

Who: Simon Oddie – Priority Location Director – City Centre

Purpose: To provide the Waitematā Local Board with an overview of the workshop contents, the City Centre Advisory Panel forward programme, and to provide an update on key city centre initiatives or changes impacting the city centre.

Item 2: Central Wharves Masterplan **10:45am – 11:45am**

Who: Fiona Knox – Priority Location Director – City Centre Major Projects

Purpose: To introduce this new workstream to the Waitematā Local Board and discuss how we aim to work with the local board to develop the masterplan.

Central Wharves Masterplan

1. Over 2023 Eke Panuku led a cross-council working group to deliver the [Port Precinct Framework Plan](#). The Framework Plan investigated potential opportunities for the full precinct if port operations were to withdraw in stages. The Framework Plan provided:
 - a high-level proposition around long-term possibilities for the full port precinct - 85 hectares of land, wharf and water space from Hobson Wharf Extension in the west to Fergusson Wharf in the east
 - more detail around the potential opportunity for the first stage of development, which is the central wharves – Queens, Captain Cook and Marsden wharves, the Hobson Wharf Extension and the Admiralty Steps Promenade.
2. The Framework Plan material was presented to the Budget Committee in April and May 2024, as part of the council’s Long-term Plan 2024-2034 process. Through the LTP the Governing Body approved progressing a masterplan for the central wharves as the priority.
3. The Central Wharves Masterplan will seek to unlock some key challenges and opportunities that Auckland has been grappling with for many years, including but not limited to creating a more suitable base for cruise ships, separating cruise from ferry activities, allowing Queens Wharf to better fulfil its role as a public wharf and activating the Admiralty Promenade breastworks.

4. There are some interdependences with the Ports use of Captain Cook and Marsden Wharves and the move to release these from their current operational function within the next five years.
5. The masterplan will be developed in partnership with mana whenua and informed by engagement with local boards, key stakeholders and interest groups, and the public. The project team will work closely with the Waitematā Local Board to develop the masterplan over the next 18 months.
6. In advance of this workshop we ask that members consider ideas / issues and themes you may have related to the potential future for the central wharves, so these can be recorded when we meet and used as issues to build on over time.

Key stakeholder listening sessions

7. Eke Panuku’s senior leadership met with key city centre stakeholders throughout August to discuss priorities and focus areas for the coming year. This included the Waitematā Local Board Chair. Overall there was continued support for city centre priorities, with the caveat that transport issues need to be elevated within the areas of focus and that there was an urgent need to remove real or perceived barriers for people coming to the city centre until the major CRL and midtown work is complete. A more detailed overview of feedback is provided below

Emerging themes

8. Similar to the stakeholder feedback when developing the Action Plan 2023, the emerging themes are highly consistent, irrespective of whether the partners and stakeholders engaged with represent business, residents or community organisations. The main themes are:
 - Tangible improvement on safety
 - Economic downturn causing major challenges
 - Property cycle impacts
 - Getting the basics right
 - Renewed emphasis on activation, events and promotion of the city centre
 - Parking approach is damaging perception
 - City centre needs a “breather“
 - Universities are an under-valued asset for the city
 - Night-time economy including student experience
 - Residential support for renewed focus
 - High levels of support for City Centre Advisory Panel
 - Overall strong support for City Centre Action Plan
 - Communication with council group has improved
 - Continuing support for Eke Panuku lead agency acknowledging further work to do to achieve fully integrated city centre approach.

Highlights from our work for the city centre over the last month

Safety, security, and anti-social behaviour within the city centre

9. The Community Partnerships and Investment team have worked with partners to finalise the City Centre Community Safety Plan. The final design has been completed and Cllr Bartley and Waitemata Local Board Chair Sage hosted a thankyou event to launch the plan on 1 October. The most recent police victimisation data shows a reduction in incidents of theft and burglary of 34 percent and serious assault of 22 percent when compared to the same quarter of (April – June) 2023.
10. The recruitment process for the Advisor Community Safety Outcomes is in process. This role will support effective delivery and accountability to the outcomes of the City Centre Community Safety Plan. Ideally the successful candidate will be in post around the start of November.
11. Staff continue to engage with central government and the Minister for Police, ensuring that central government support and leadership adds value to the overall safety outcomes in the central city. The third ministerial stakeholders meeting is scheduled for 4 October.
12. NZ Police report that Operation Safer Streets continues to visible and present around the city centre, which now includes new constables from Police College. Importantly the feedback from the public is positive, and the public commentary around safety in the city is improving.
13. Through work led by CityWatch in collaboration with other organisations (Police, CPNZ, AT, Māori Wardens, TAU, HoTC, KBA), we have seen a marked improvement in community safety performance and statistics over the last 6 months. Organisations are coordinating and sharing information effectively. We are considering how current Safety efforts can be effectively rolled out across the wider Waterfront areas, including more effective use of CCTV.

Getting the basics right

14. We have been doing work across the group to look at the most effective ways we can upgrade (initially) the Queen St public realm with a focus on the following areas. The plan would be to extend these initiatives across the city centre as appropriate;
 - removal of stickers and posters, and enforcement against persistent offenders
 - replacement of missing trees and maintenance of tree pits
 - upgrade and maintenance of seating
 - management of footpath reinstatement
 - renewal of degraded streetlight pole surrounds
 - discussion with other operators (Spark, Vector, e-scooter operators) regarding presence and maintenance of their assets in the public realm.
15. We have been focussing on certain hot-spots from a safety and maintenance perspective, some of which are brought to our attention by the public;
 - Te Komititanga – ensuring upcoming maintenance works is carried out in coordinated fashion, community safety focus
 - Sturdee Street – cleaning and safety works, implementation of welfare facility for homeless run by Māori Wardens
 - Vogel Lane –patrols monitoring, cleaning, lighting
 - St Patricks Square – tree maintenance, paver replacement

- Commerce/Gore St – urban realm enhancement, dealing with anti-social behaviour
 - Queens Wharf – antisocial behaviour, asset maintenance
 - NZTA State Highway areas – liaising with NZTA to remove rubbish and deal with anti-social behaviour.
16. We will shortly initiate a comprehensive review of lighting dark spots across the city centre to identify where improvements are required from a CPTED perspective.

Wynyard Quarter: Te Ara Tukutuku

17. Work is progressing to analyse and consider the feedback we received through our August community engagement on the draft concept design for the park and the supporting mixed use development.
18. The engagement campaign was highly successful, reaching around 850,000 people online, and 3000 people in person. We received 712 comments, 87% of which were aligned / supportive of the proposed concept designs.
19. Eke Panuku, along with our Mana Whenua partners and team members from our design collective Toi Waihunga will attend the local board workshop in November to provide an update. Following this, we will present at the local board business meeting to seek formal endorsement of the updated concept design. This will allow us to move into the next stage of development and detailed design.
20. Additionally, we will provide an update on the early works programme, which is expected to start in February 2025. This marks the first stage of the Heal process.
21. The local board has played a key role in the development of the plans for Te Ara Tukutuku and endorsed the project Vision in December 2023. More recently, the board has discussed the project and draft concept plans in April and July 2024. We would like to thank board members for your ongoing involvement and support of this intergenerational mahi.

Central Wharves Masterplan



Waitematā Local Board – Project Introduction
08 October 2024

Agenda

- Introduction to the **Central Wharves Project**
 - Background and LTP decisions
 - Scope and focus
- Recap on the Port Precinct Framework Plan and the themes
- Our expected process and approach
- Discussion – your ideas and questions

I want us to deliver to Auckland the most **beautiful** and **loved** publicly owned **waterfront** of any harbour city in the **world**, and **this is a first step.**

Mayor Wayne Brown.



Blue-green waterfront



Ki Tātahi

Smart working waterfront



Tuāhōanga ahu mahi

Public waterfront



Tauranga tāngata

Connected waterfront



Hononga tāngata

Liveable waterfront



Kia tau te mauri mō te ira tangata ki te ao tūroa

Process over 2023

SOI for Eke Panuku 2023-26

- Work with the council and Port of Auckland Limited (POAL) on a conceptual plan, and staging, for the release of port land
- Prepare a preliminary framework plan by **December 2023**.

Out of scope:

Assessment of any future locations for the port, feasibility of port relocation, or port operating model.

July 2023

Governing Body Workshop



- Discovery phase information
- Setting the scene
- High level summary of opportunities and issues

Oct-November 2023

- Introduction to the Waitematā LB
- Introduction to the City Centre Advisory Panel

December 2023

Draft Framework Plan provided to Mayors Office and Auckland Council CE



- Vision and goals
- Opportunities and issues
- Nature of the future development
- Key moves to get us there
- Staging recommendations
- Process and resourcing - what we need to develop the plan post December 2023

Long-term plan approval 2024

- Three confidential **workshops** held over April-May 2024 as part of the **Longterm plan 2024-2034 discussions**

On the 16th of May 2024, the **Governing Body**:

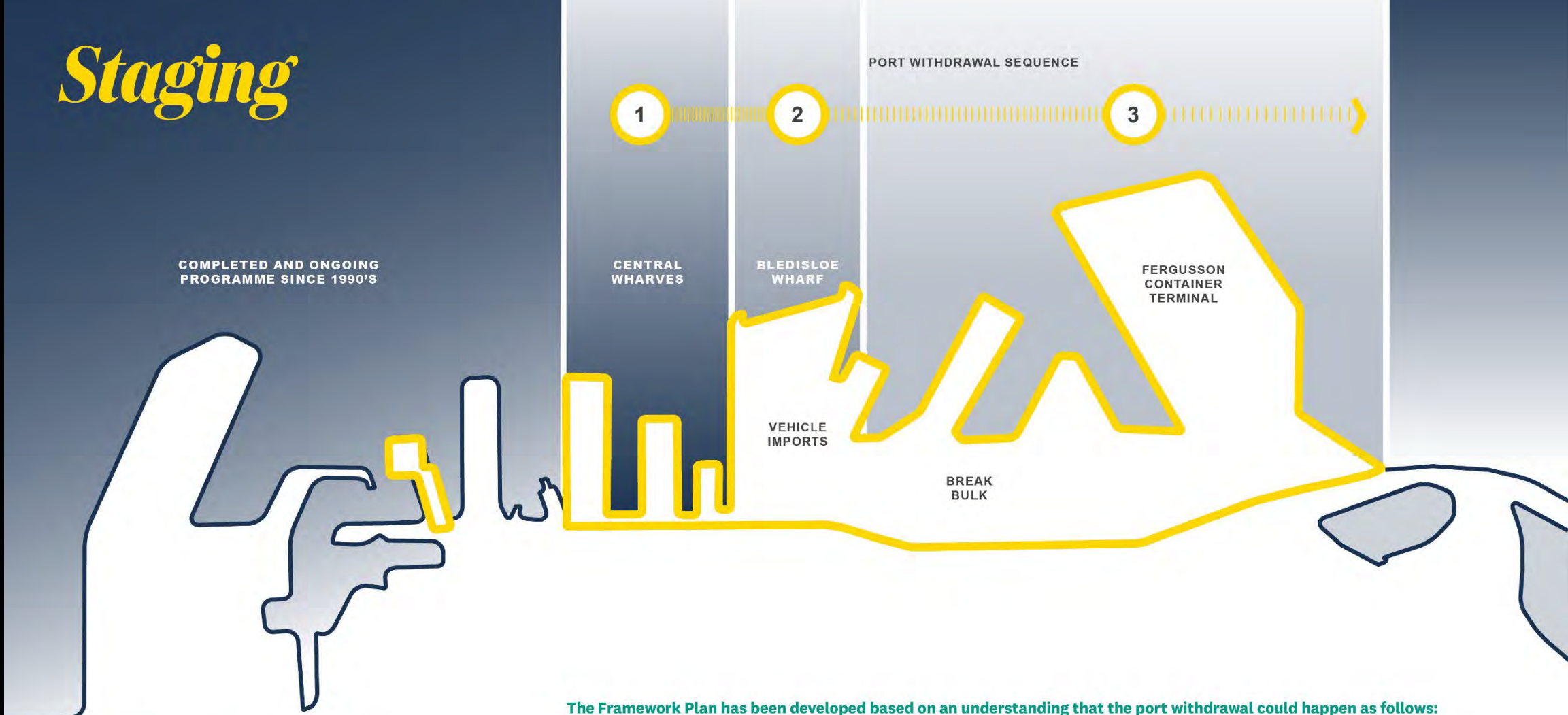
- Approved the **Central Wharves** component of the **Port Precinct Framework Plan**.
- Approved the reallocation of **\$6m** of Eke Panuku shared services savings over four financial years to progress the masterplan for **Stage 1: Central Wharves**. This includes stakeholder engagement, design, regulatory approvals and related implementation planning for these public assets.
- Noted that the Port Precinct Plan will be the basis from which a **masterplan** will be developed for Stage 1: **Central Wharves**.

Framework Plan Masterplan



Waitematā Local Board – Project Introduction
08 October 2024

Staging



Port land would become available as activities are withdrawn in stages.

These stages would likely unfold in a broadly west to east pattern following relocation of associated operations.

Each phase will be planned to support ongoing port operations and continuation of freight throughput, as well as catering for new uses and activities.

The Framework Plan has been developed based on an understanding that the port withdrawal could happen as follows:

STAGE 1 - CENTRAL WHARVES

Five years to release port land

Captain Cook Wharf and Marsden Wharf could likely be released for public use within the next five years (approximately).

STAGE 2 - BLEDISLOE WHARF

15 years (approx)

Bledisloe Wharf could likely be released for public use within 15 years.

Consideration of what uses may be appropriate and complementary on Bledisloe Wharf edge and land has been included in this Framework Plan and will need to form part of the thinking around the central wharves.

STAGE 3 - BLEDISLOE TO FERGUSSON

35 years

Bledisloe Wharf to Fergusson Wharf could likely be released after 35 years (approx).

The majority of the uses proposed through this stage focus on commercial, residential and mixed-use activity that support the city centre.



Central Wharves

Google Earth



eke panuku

Framework Plan

future *Vision* for the full site

THINKING INTERGENERATIONALLY:

Imagine...

...a place for *people* and *nature*

...a *destination* precinct like no other

...a new *community* on the city centre *waterfront*



Principles of redevelopment

1. Cultural response and identity

- + A place where we express and celebrate our unique cultural heritage and history.

2. Regeneration and climate resilience

- + Regenerate and restore the health and functionality of the surrounding environment.
- + Enhance the mauri of Te Waitematā, improve climate resilience and increase biodiversity.
- + Respond and adapt to sea level rise and inundation.

3. Destination precinct

- + A waterfront precinct that makes Aucklanders proud and leaves visitors in awe.
- + A destination that helps Auckland deliver world-class arts, culture, and entertainment.

4. Connectivity

- + A highly connected extension of the city centre, with attractive multi-modal travel options providing access for residents and visitors.

5. Mixed-use precincts

- + Mixed-use neighbourhoods with their own identity, catering for a wide cross-section of the community.
- + Economically viable development driving commercial and community vitality.

6. Working harbour

- + Improve Auckland's working harbour, with efficient facilities for maritime services such as ferries and cruise ships.

7. Built form and open space

- + Outstanding architecture and urban design.
- + Attractive interconnected urban places.
- + High quality, multifunctional open spaces.

Masterplan **informed** by the **Port Precinct Framework Plan**

- The Framework Plan laid out a potential high-level vision for the future of the **whole precinct** - from Hobson Wharf in the west to Teal Park in the east.
- The Framework Plan has been circulated as pre-reading
- The Framework Plan included greater detail around the first stage of development:
 - **The Central Wharves:**
 - Queens Wharf
 - Captain Cook Wharf
 - Marsden Wharf
 - Hobson Wharf Extension
- This will form the starting point for the **Central Wharves Masterplan and our basis for engagement with elected representatives, stakeholders and the public**

Masterplan *focus & scope*

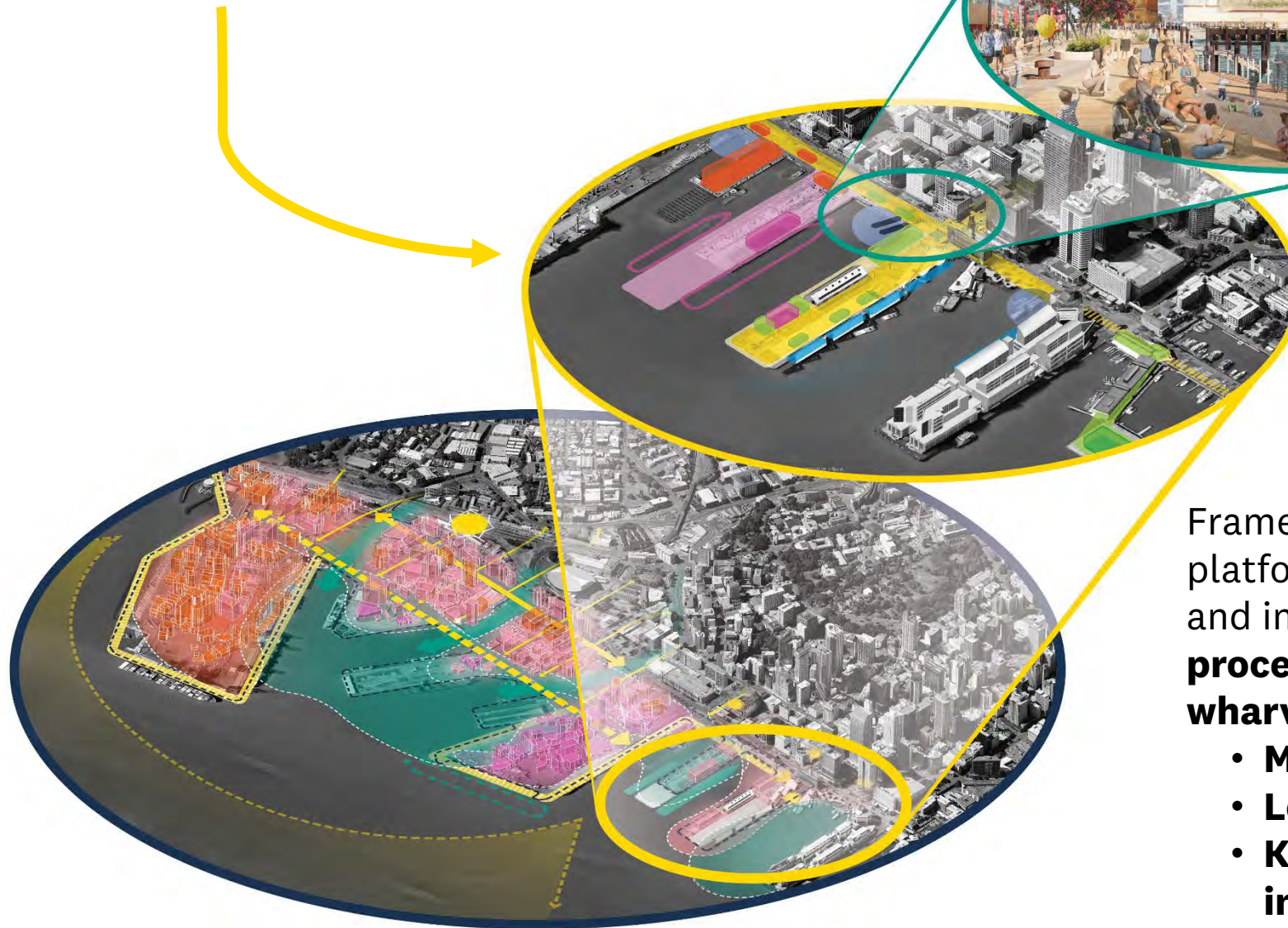
The Central Wharves Masterplan will seek to unlock some key challenges and opportunities that Auckland has been grappling with for many years, such as:

- Creating a more suitable base for cruise ships
- Allowing Queens Wharf to better fulfil its role as a public wharf
- Separating cruise from ferry activities
- Opening up a new area the Admiralty Promenade breastworks
- Improving accessibility and connecting to the city centre and to Te Waitemata

Out of scope:

- Port operational considerations
- Any port land from Bledisloe Wharf to Fergusson Wharf

Central Wharves Strategy



Framework Plan provides a platform for a more detailed and inclusive **masterplan process** for the **central wharves**, including:

- **Mana whenua**
- **Local Boards**
- **Key stakeholders and interest groups**
- **General public**

An **identity** for each wharf



Queens Wharf:

- + Public focus
- + Move the cruise function (to Captain Cook Wharf - Maritime wharf)
- + Free up space for people facing and cultural activities, events and commercial activations.
- + Remove the Cloud and develop a refreshed future for Shed 10

Captain Cook Wharf:

- + A maritime wharf - that supports the working waterfront
- + New dedicated cruise terminal with berths on both sides
- + Wharf extended to accommodate vessels
- + Create berthage and space for other working and visiting vessels

Admiralty Promenade:

- + A new east-west link that supports connections to Te Wānanga
- + A place for people facing activity which also supports small scale commercial / hospitality destinations

Hobson Wharf and Extension:

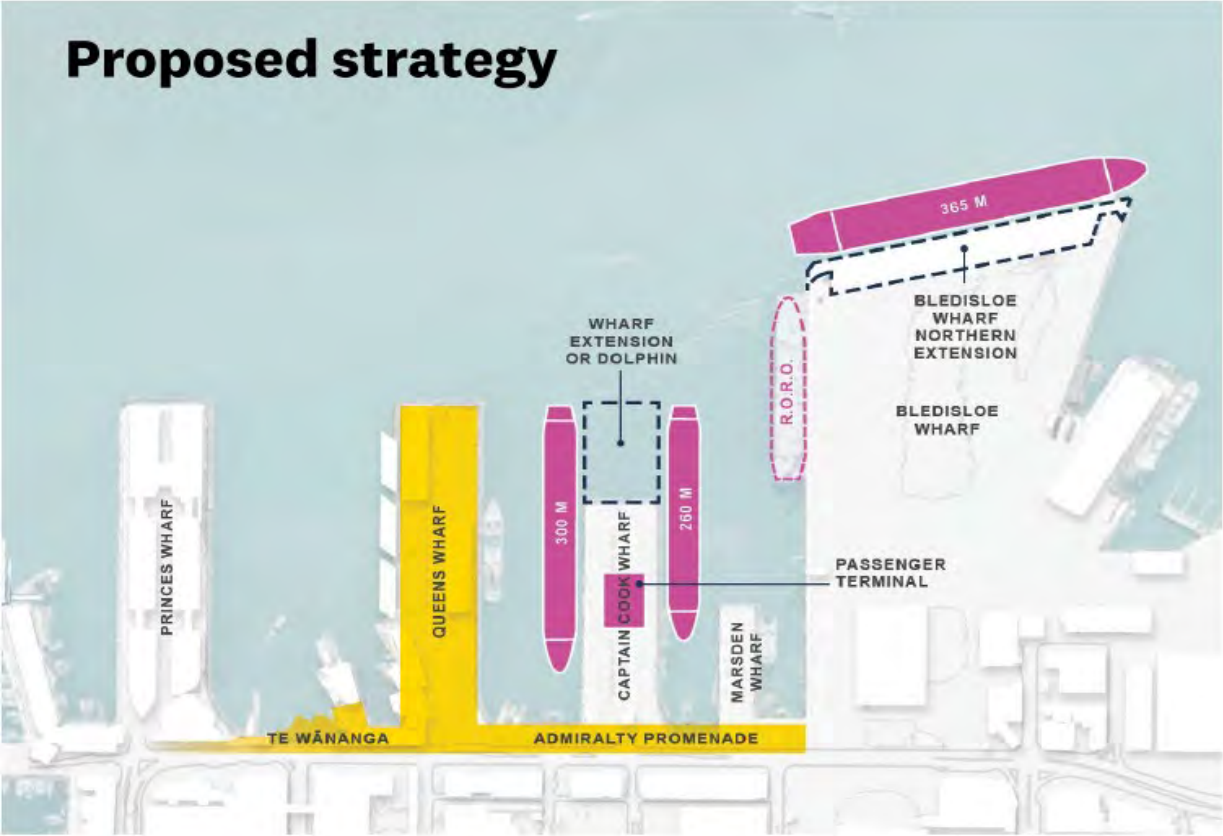
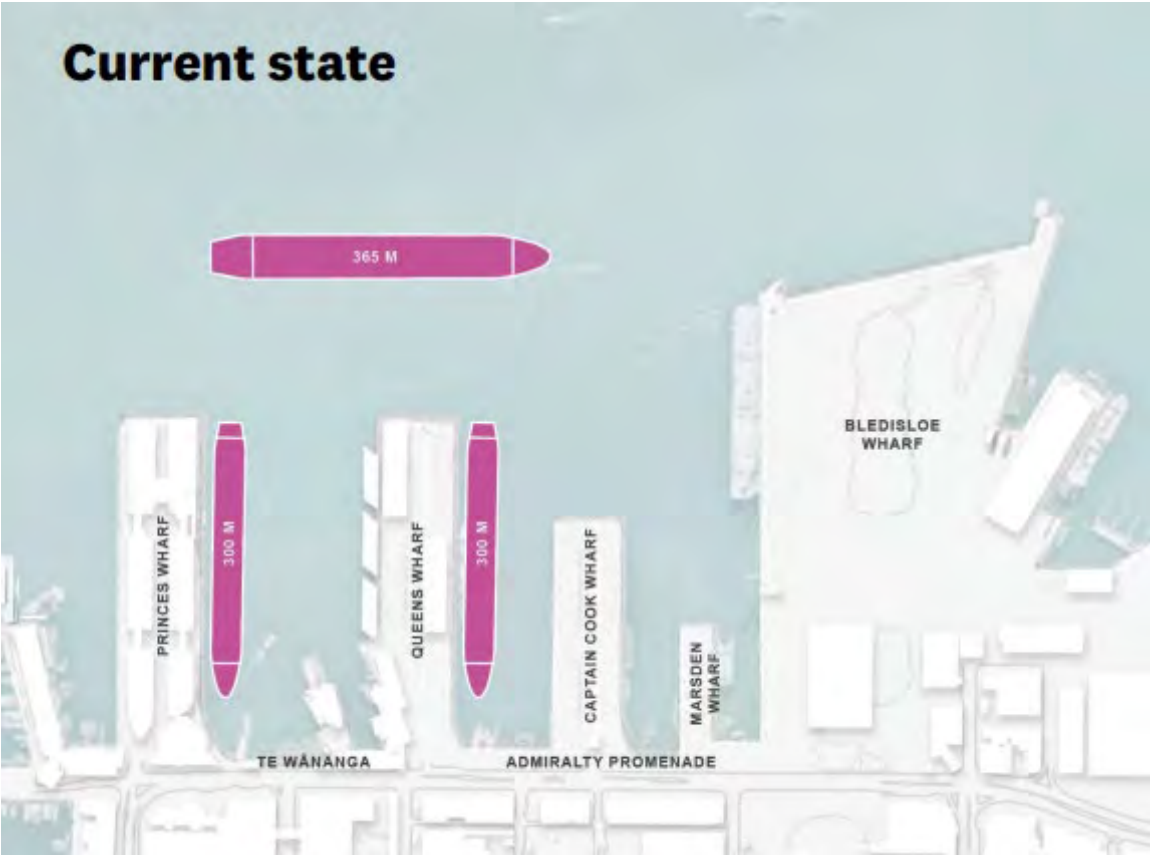
- + Recreation / attraction wharf
- + Medium sized event activity

Marsden:

- + A gateway wharf
- + An opportunity for a quality commercial development

Cruise opportunity

Key move to **unlock** the **central wharves** - 5 years



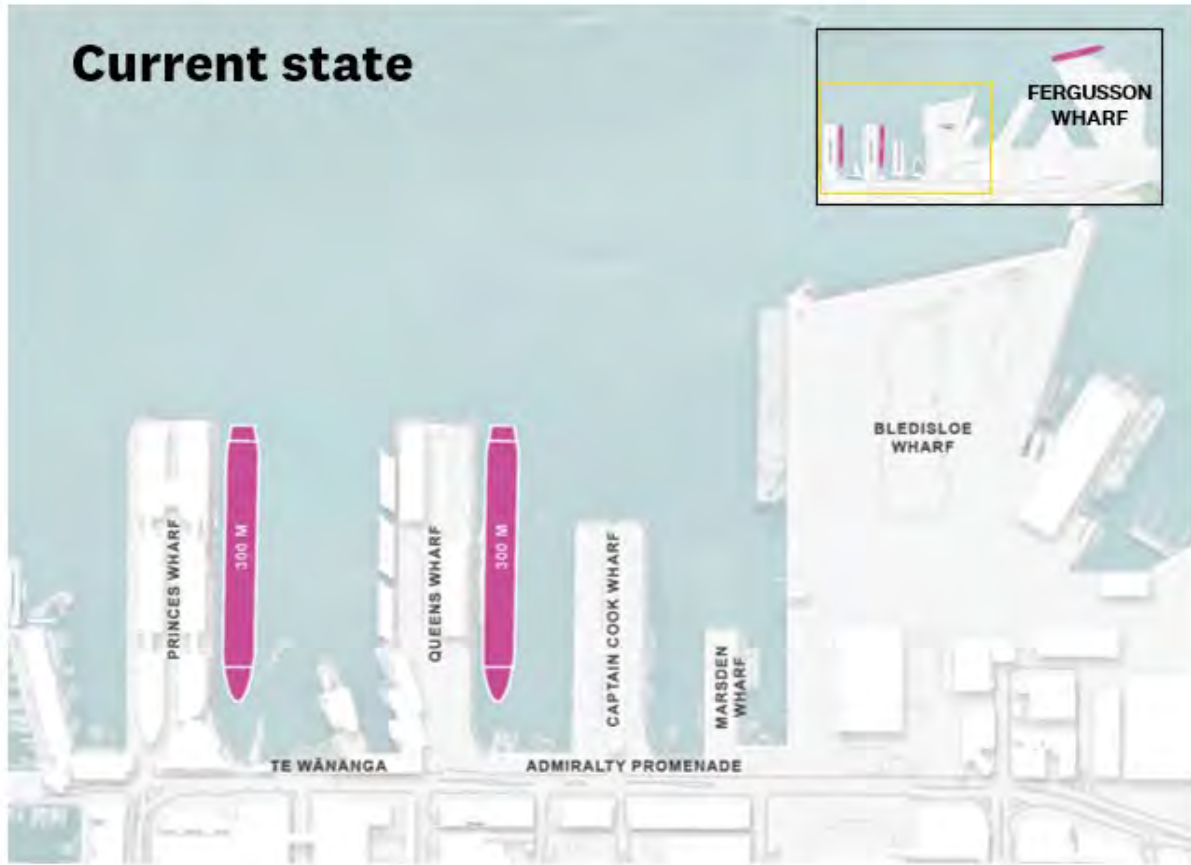
Cruise strategy Bledisloe North West

POAL potential future strategy **15-20 years** – three cruise berths

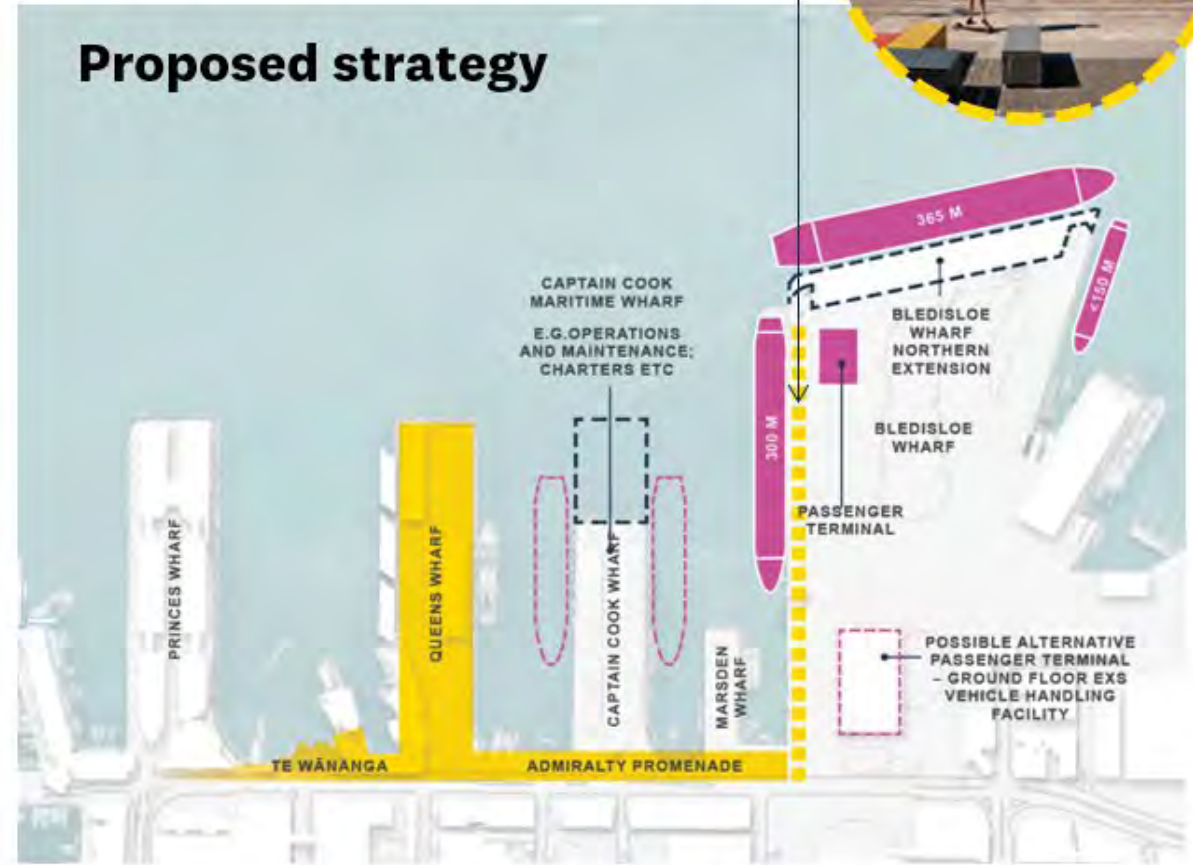
Bledisloe North Public Access
In 10 years



Current state



Proposed strategy





Queens Wharf

Public wharf:

- Move the **crui**se function off Queens (to Captain Cook and Bledisloe North)
- Free up space for people facing and cultural **activities, events and commercial** activations
- Remove the **Cloud** (2026) and develop a refreshed future for **Shed 10**
- Accommodate **growth** in **ferries** – and **charging** for electric vessels



Create a:

- strong **north-south connection** from Queen Street / **Te Komititanga** to the end of Queens Wharf
- new **east-west connection** from Te Wānanga through Admiralty Steps and promenade
- improved **Downtown Ferry Basin access** and infrastructure
- **papa kōkiri**, as outlined in the City Centre Masterplan. A base from which Tāmaki Makaurau mana whenua cultural identity is fostered, celebrated and shared



Image: Te Komititanga

Admiralty Promenade

Public space with hospitality / commercial

- A new **east-west** link that supports connections to **Te Wānanga**
- A place for people facing activity which also supports small scale **commercial / hospitality destinations**
- Pavilion style **food and beverage** offering similar to Wynyard Quarter North Wharf
- Pick up / drop off area – ride share, taxis
- Opportunities for people to **engage with the water**, particularly around the Admiralty Steps



Image: Te Wānanga

Captain Cook Wharf

Maritime wharf:

- Supports the **working waterfront**
- Modest structure to accommodate cruise passenger processing. Adaptable building for when cruise moves to Bledisloe Precinct
- **Wharf extended** to accommodate vessels
- Create berthage and space for other working and visiting vessels
- Create a **commercial edge** to generate and support activity



Marsden Wharf

Gateway wharf:

- This is reclaimed land, presenting an opportunity for quality **commercial development** that supports the adjoining Britomart Precinct
- Potential for a **swimming pool**, or a relocatable floating barge style pool

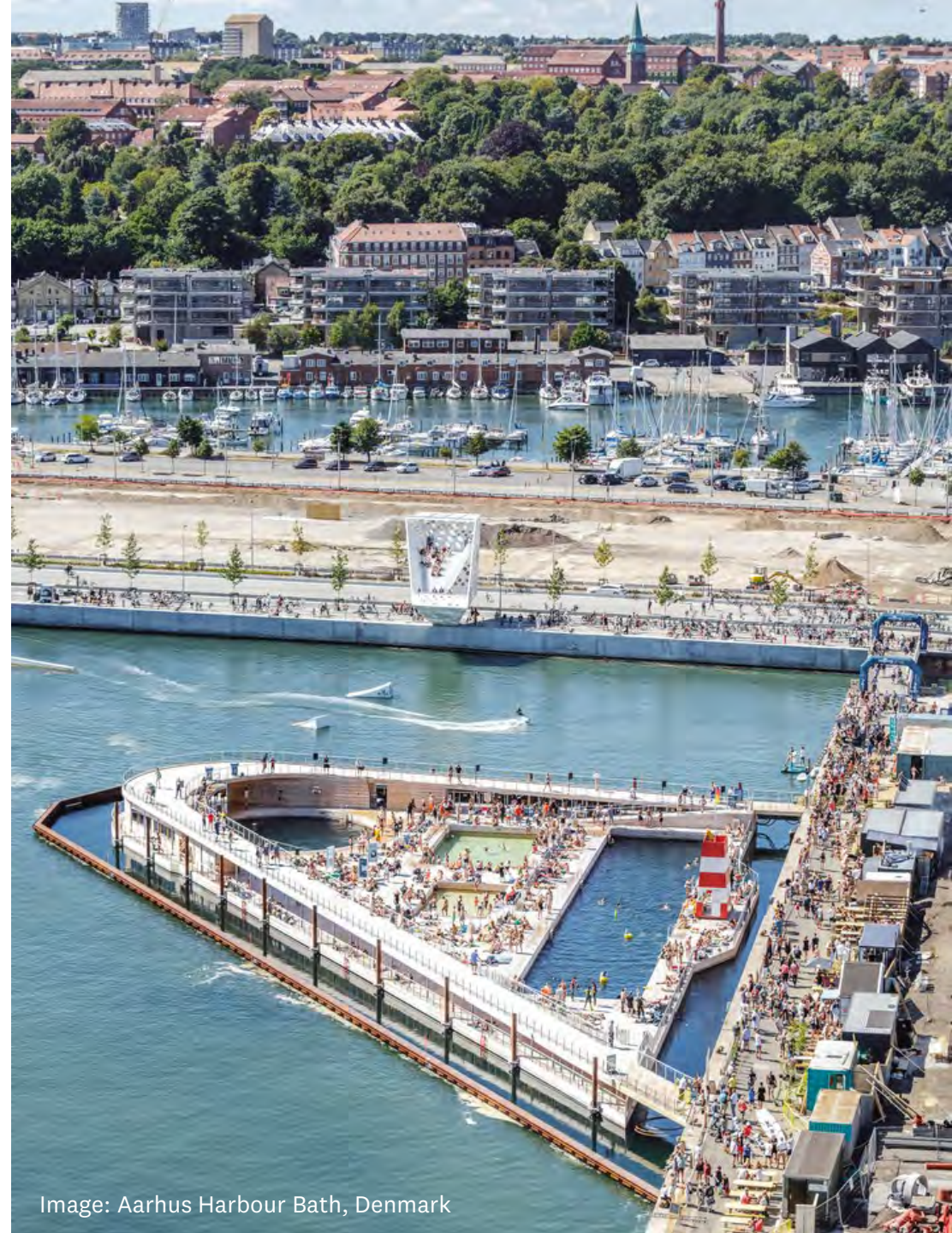


Image: Aarhus Harbour Bath, Denmark

Hobson Wharf and extension

Recreation / attraction wharf:

- A place for an event space and/or **sport** and **recreation facility**
- Supporting medium-sized **event** activity
- **Destination** activity



Considerations and Constraints

Height controls



Sea level rise



Contamination



CMA occupation
35 years



Water space



Stormwater



Bulk Infrastructure



Access requirements



Health of Te Waitematā



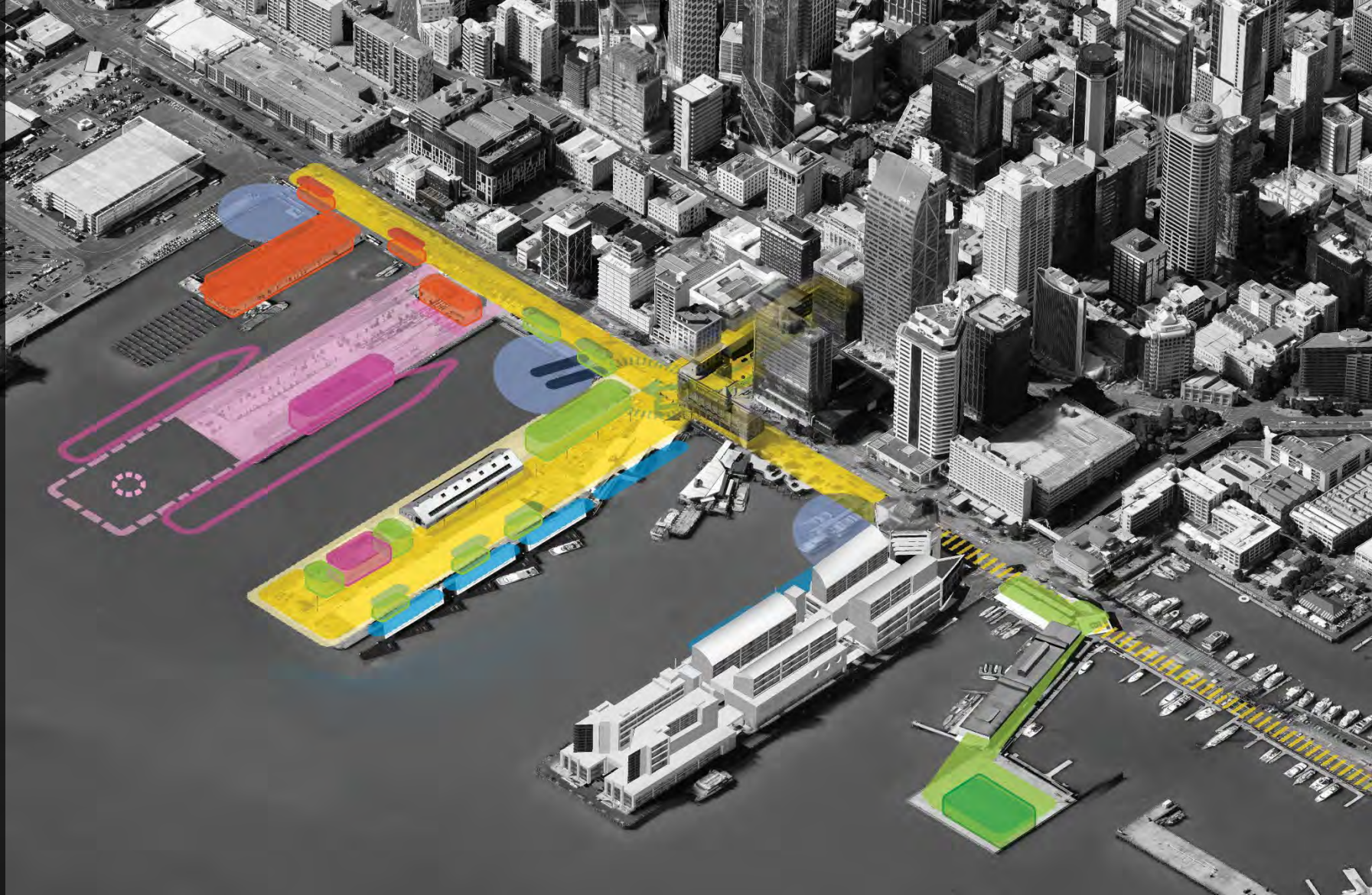
Wharf condition



Central Wharves Strategy

Key benefits in 5 years:

- Unlocking cruise from Princes and Queens Wharf:
 - 50% of cruise out of the ferry basin in 5 years
 - Creating space for ferry circulation and the growth of electric ferries
 - Enhanced role of Queens Wharf for the public
- Long awaited opening and access to Admiralty Steps and significantly enhanced east-west access on the waters edge
- A strategy of flexibility as Auckland's needs change and grow on both land and water



Central Wharves Masterplan

Our process



How we will develop the Masterplan

- We are in the project establishment phase currently and need to develop a programme plan and engagement plan over October. This will be tested with the Eke Panuku Board and Mayors Office.
- Eke Panuku will lead a cross-council staff working group with members from Auckland Council, Auckland Transport, Tātaki Auckland Unlimited and Ports of Auckland
- We will work in partnership with mana whenua and are in the process of determining how Mana Whenua wish to engage in this project
- Local Boards will play an important role in this process and we will work with you through informal and formal decision-making forums
- A thorough community engagement process will be followed to engage Aucklanders and a range of waterfront and city centre stakeholders on this significant city shaping initiative.

Today's Discussion

- What are the ideas you have for the future central wharves?
- What are the issues and challenges you think need to be addressed?
- What are the outcomes you would like to see on the site?
- Do you think the themes in the Framework Plan sound about right? What would you change? What would you support?
- Do you have any ideas about different ways to engage with the community?

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Ngā mihi nui

LAMP Opportunity – Wellington Street

- Waitematā-west Local Active Modes Plan (LAMP) adopted by Waitematā Local Board at September (2024) Business Meeting.
- The LAMP identified a programme of quick wins for walking + cycling in inner-west area.
- Wellington Street was included in the LAMP as a good candidate for light touch cycling improvements. It is due for road renewal early 2025 – there is an opportunity to broaden the scope of the renewal to deliver a minor cycling upgrade to tie into the Franklin Road cycleway.
- Proposed upgrade: 150m **up-hill only** protected cycleway between Franklin Road and Pratt Street.

Example up-hill only protected cycleway (Brooklyn Road, Wellington)

Benefits of an up-hill only protected cycleway:

- Less road space required than for a two-way cycleway.
- Therefore less impact on other road uses (easier to retain parking, turning lanes at intersections etc.).
- Less complexity = less cost.
- Biking up-hill is where there is a greater speed disparity between traffic and bikes.
- Down-hill cyclists able to more easily take the lane.
- Not a perfect solution for all ages and abilities but something is better than nothing.



Alignment of proposal to LAMP principles

- Proposal is low cost and low complexity with minimal impacts on other road users.
- It responds to what we heard from the community about Wellington Street and delivers a small safety and level of service improvement for people biking in the area accessing Franklin Road cycleway.

Cost	<p>Approx \$20K (required to top up the renewal budget) to cover:</p> <ul style="list-style-type: none">• installation of approx. 10X concrete separators.• construction of kerb ramp.• addition of green paint, sharrows and any signage. <p>Savings / efficiencies associated with the alignment to renewal works:</p> <ul style="list-style-type: none">• contractors already on site.• traffic management already in place.• lane marking changes already required.• minimise disruption by delivering the improvement and the renewals work in one go.
Complexity and impacts	<p>Impacts on other road users very low:</p> <ul style="list-style-type: none">• no reduction in traffic capacity (stacking lane for right turning traffic into Hepburn St is retained, no changes proposed to Wellington St, Franklin Road intersection).• kerbside parking retained on both sides of the street. Requires a minor reduction in on-street parking on south side of Wellington Street along this 150-metre stretch (between Collingwood Street and Pratt Street) from 17 parking spaces down to 13. A lot of other kerbside parking is available and initial parking surveys indicate demand is low.• design meets TDM standards for all components.
Benefits	<ul style="list-style-type: none">• community raised safety issues here during LAMP consultation• builds off what we've already got and enhances access into an existing high-quality facility.• improves access into the greenways network (Greenway 5 runs between Ponsonby Road and Westhaven via Franklin Road and Victoria Park).• supports access to town centres (Ponsonby, City Centre, Karangahape Road).• supports independent school travel (on a school route between residential areas and Freemans Bay Primary + AGGS).• supports road safety outcomes by removing a pinch-point between cyclists and traffic.

Proposed consultation approach

- We have very tight time frames if we are to deliver the cycling upgrade alongside the scheduled renewal.
- Therefore, the proposed consultation approach would be to:
 - notify residents (approx. one month before the scheduled renewal works) that the section of cycleway will be delivered at the same time that the road is being resurfaced.
 - explain the proposed changes (including consultation drawings).
 - invite feedback on the changes to be provided for a defined period post implementation.
 - note that if the changes clearly do not work for the community, the cycle lane can be tweaked or removed.

LAMP Programme – Quiet Routes and Gap Fillers

Orange arrows reflect key movement corridors that could be upgraded with light touch treatments in a similar way to the existing quiet route shown on previous slide.

These routes been informed by our engagement and sense checked against our guiding principles for inclusion in the programme.

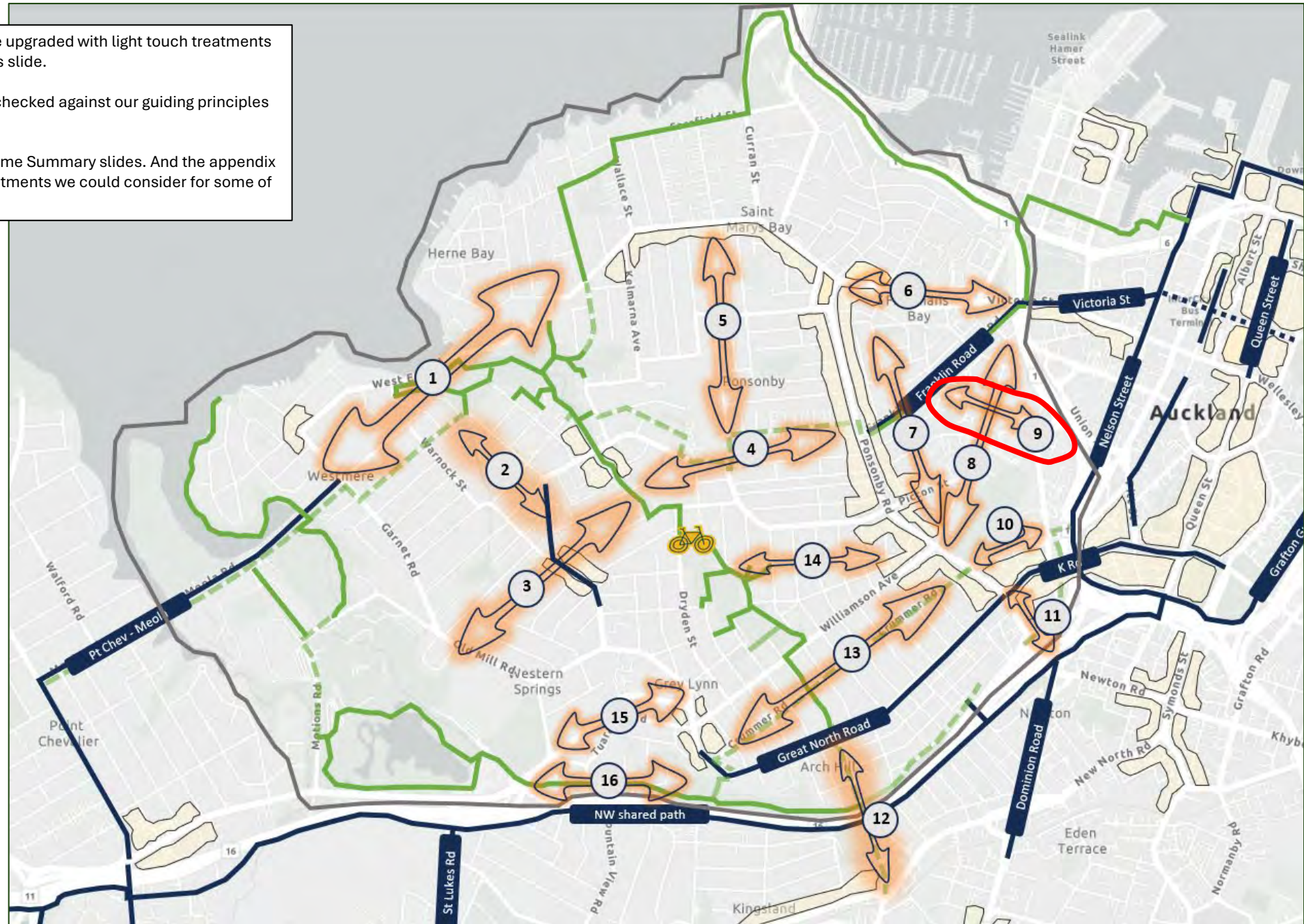
More information is provided on each project in the Programme Summary slides. And the appendix contains example drawings to demonstrate the types of treatments we could consider for some of the specific locations.

Legend

-  Study area boundary
-  Existing and committed protected cycleway
-  Completed Greenway
-  Deficient Greenway
-  Town centre
-  Grey Lynn Park Pump Track and Bike Hub

Key routes / gap fillers:

- 1: Meola to Westhaven Stitch
- 2: Westmere to West Lynn
- 3: Greenway 5 extension (Old Mill Road to Richmond Shops)
- 4: Greenway 5 improvements (Franklin Road to Richmond Shops)
- 5: John Street Link
- 6: College Hill Connection
- 7: Ponsonby Road By-pass
- 8: Hepburn Connection
- 9: Wellington Street
- 10: Hopetoun Link
- 11: Newton Road By-pass
- 12: Bond Street Connection
- 13: Greenway 6 (Crummer Road)
- 14: Rose Road
- 15: Western Springs to Grey Lynn
- 16: Ivanhoe Link



Proposal: up-hill only protected cycleway

Paint sharrows on road for the down-hill side

Formalise as shared path

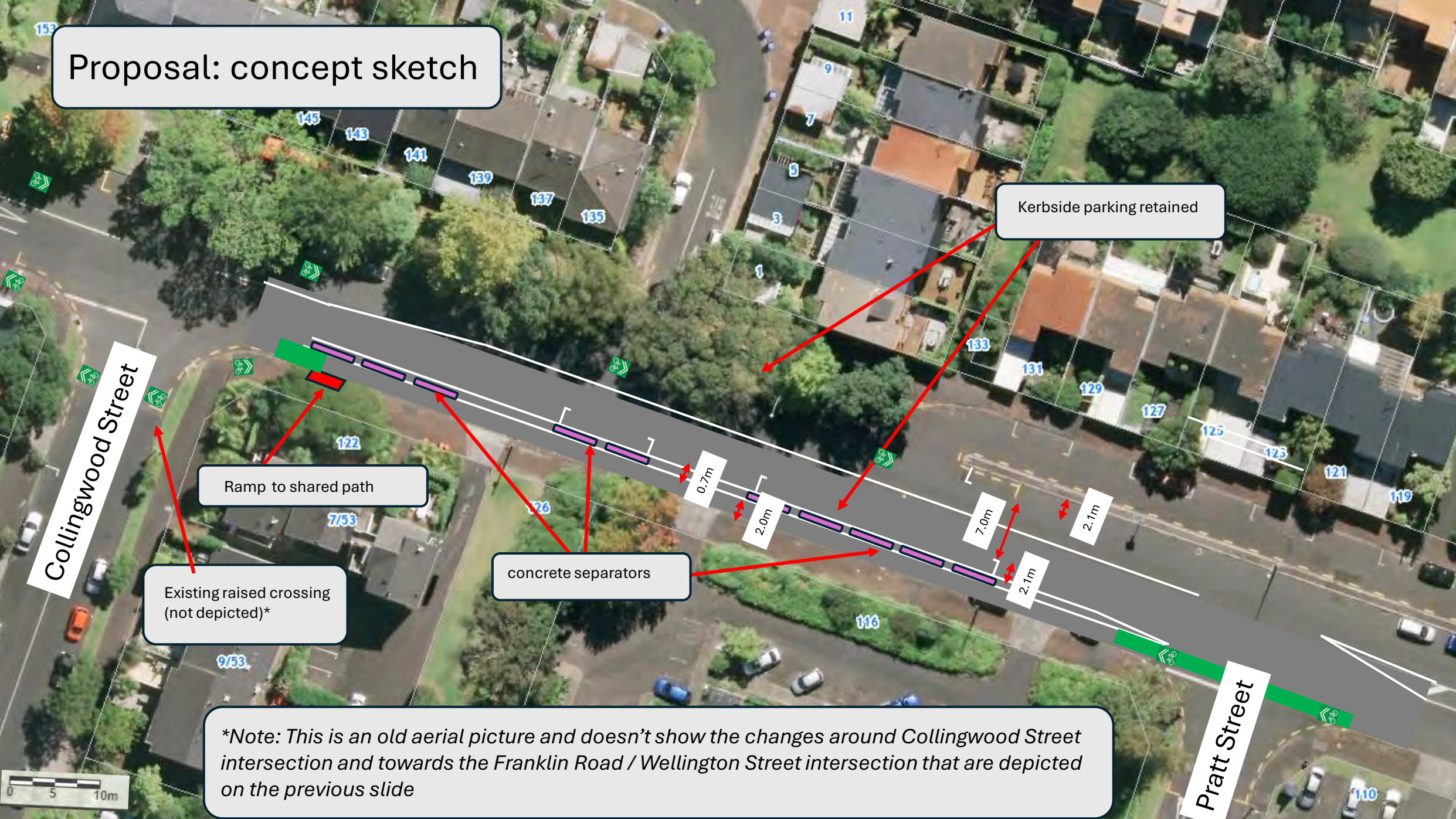
Remove flush median and install concrete separators alongside the kerb on south side of Wellington Street between Pratt Street and Collingwood Street. Shift parking to outside of separators. Re-paint centre line. Green paint across the Pratt Street intersection.

Install kerb ramp here (where redundant bus stop is) for cyclists to join the footpath (which is wide enough to be shared path for this short section). Cyclists to cross Collingwood at the raised crossing and join the Franklin Road cycleway.



Kerbside parking on south side reduces from 17 spaces to 13 as separators need to be set back from driveways to allow for vehicle tracking. No impacts on north side.

Proposal: concept sketch



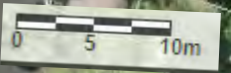
Ramp to shared path

Existing raised crossing (not depicted)*

concrete separators

Kerbside parking retained

*Note: This is an old aerial picture and doesn't show the changes around Collingwood Street intersection and towards the Franklin Road / Wellington Street intersection that are depicted on the previous slide





Low Emission Ferry Programme

Downtown Ferry Terminal Landside Infrastructure Project



8 October 2024



Workshop purpose

- Provide the Local Board with an update on the concept design for charging infrastructure on Queens Wharf.
- Update the Local Board on consenting, delivery approach, and timeline.
- Answer questions from the Local Board.



Agenda

1. Landside project update
2. Charger building design
3. Consenting and delivery
4. Power supply
5. Looking forward

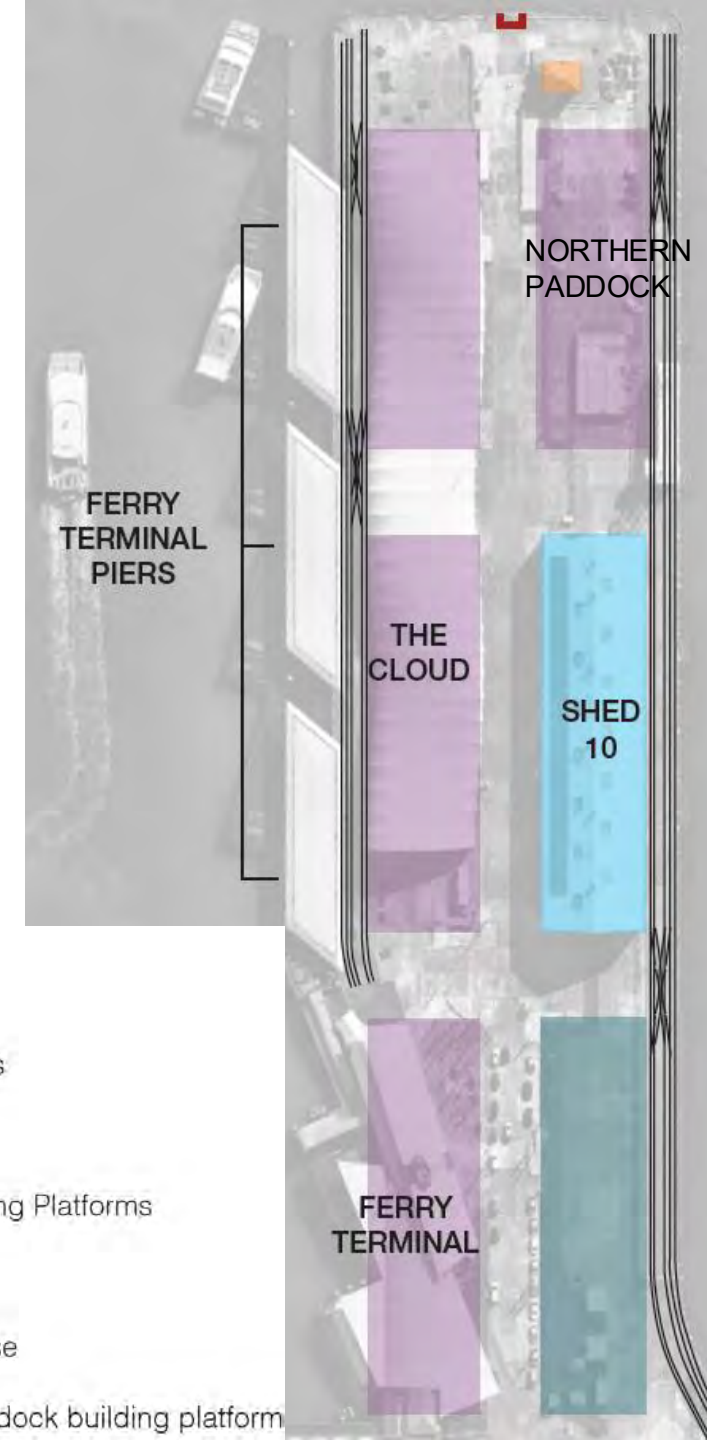


Considerations

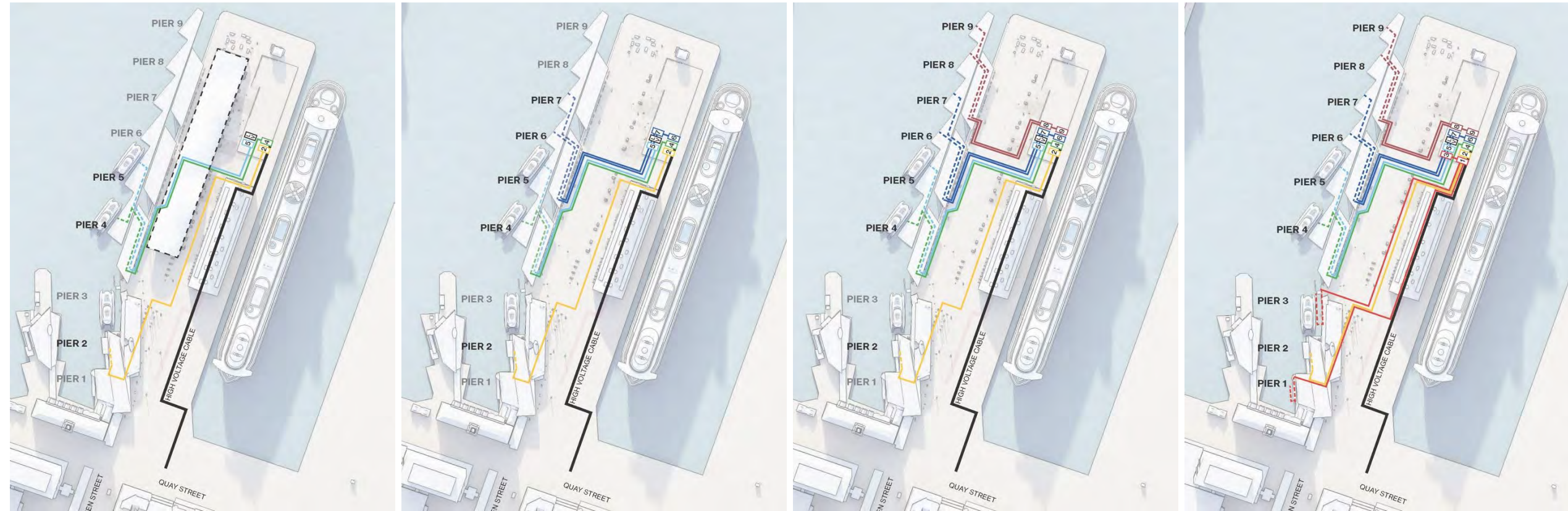
- Alignment with City Centre Masterplan.
- Upcoming Eke Panuku central wharves masterplanning.
- Aligning with future Port planning.
- Operational use by Port of Auckland and Tātaki Auckland Unlimited.
- Electric ferry delivery timeline.
- Consenting / minimising effects.
- Wharf structural condition.
- Minimising construction disruption.
- Public access – now and future.
- Urban design and amenity outcomes.

LEGEND

- Railway tracks
- Steps
- Former Building Platforms
- Shed 10
- The Lighthouse
- Southern Paddock building platform



Delivering in stages over time



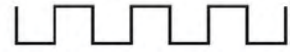
Queens Wharf - all stages



Materiality - View Looking East
Proposal 7 - Screen + Mesh



View Looking South
Proposal 7 - Final Stage



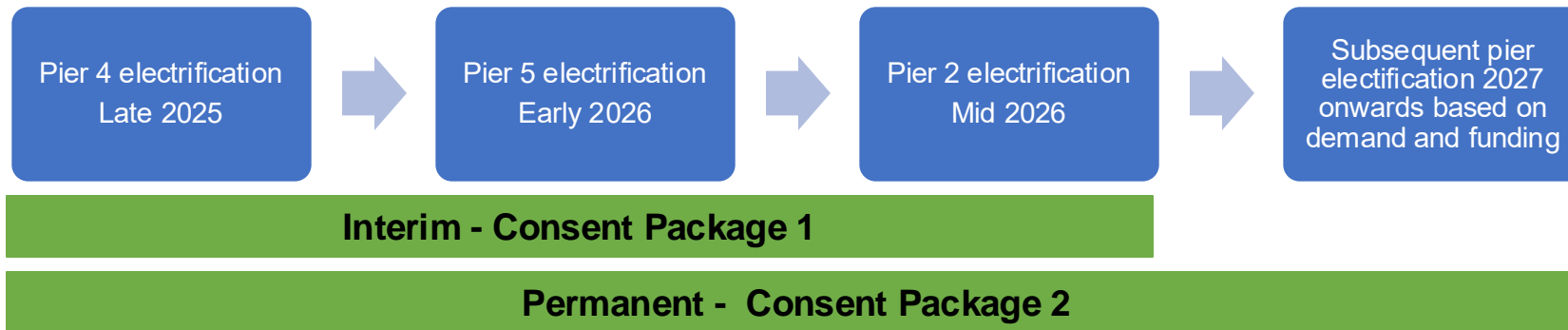
View Looking South

Proposal 7 - Final Stage



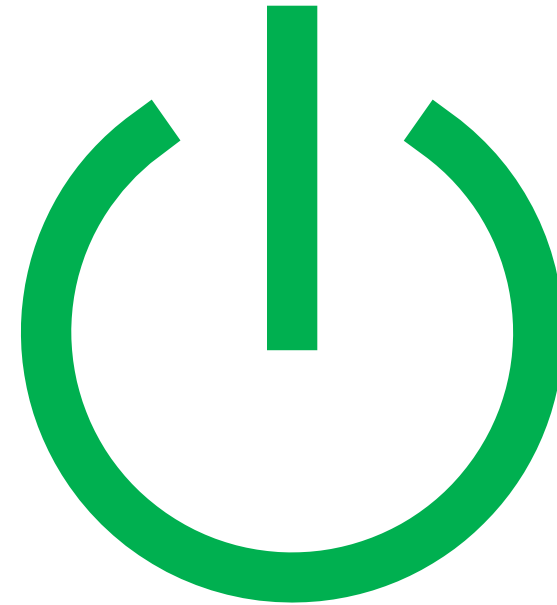
Consenting and delivery

- Our first four electric and electric-hybrid vessels are arriving in 2025. Downtown, as the hub of the ferry network, is the most important location to enable these new generation ferries.
- The staged approach at Downtown provides location and timing flexibility, adding 'modules' as further ferries arrive.
- Interim 5-year consent for Stage 1 (Piers 4, 5 and 2), lodgement mid-October 2024, notification expected in November.
- Permanent consent for all stages (35 years), lodgement TBC.

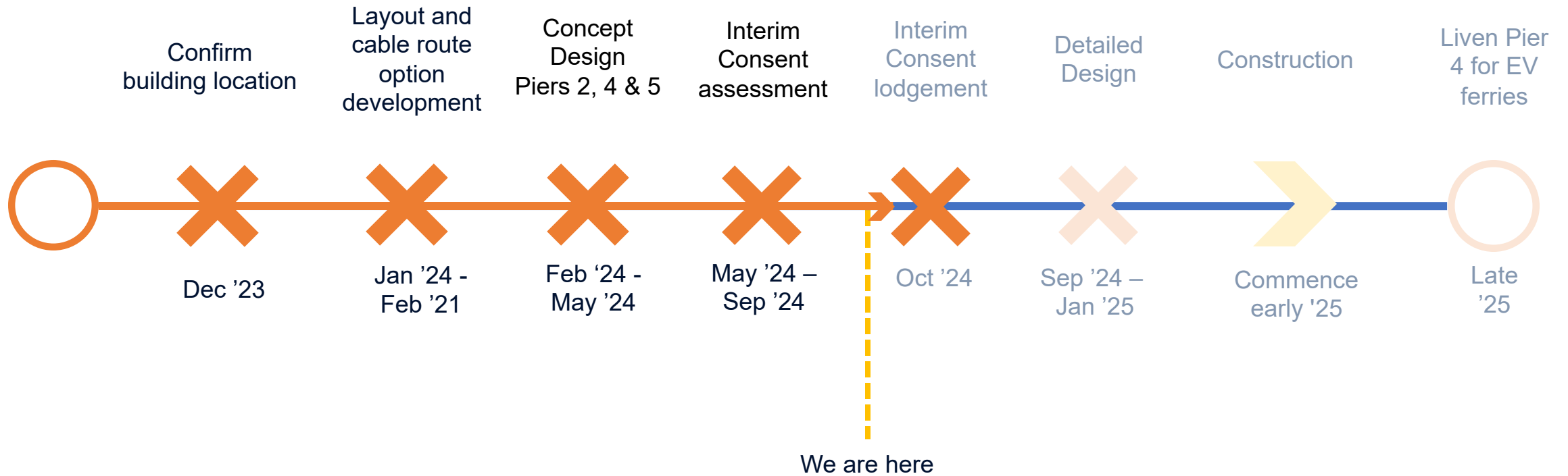


Vector power supply options to Queens Wharf

- AT is working with Vector to meet the long-term power supply needs at Downtown Ferry Terminal.
- An initial connection is available in 2025, with a further permanent connection required.
- One permanent option explored was a cable route across the city centre, which we previously shared with the Local Board.
- This option is no longer being progressed due to high cost and potential disruption.
- Alternative lighter touch options are being explored with Vector.



Looking forward



Tēnā koutou **Thank you**

Phillip Mora – Project Manager – Phillip.Mora@at.govt.nz



Local Board Annual Planning 2025/2026

October 2024



Purpose of workshop

- Provide overview of the annual planning process 2025-2026
- Summarise work programming brainstorm ideas
- Review LBP tracking for gaps or opportunities
- Note Māori outcomes and climate outcomes

Output: confirm our final list of board ideas which will be sent out to staff ahead of the direction setting workshop on 15 Oct



Overview of Annual Planning process

- Regional Annual Budget – LTP, Mayoral direction, input
- Local Annual Budget - board agreements
- Local board work programmes
- Variety of workstreams in background
- Fairer funding



Timeline

2024

- 8 October – introduction to annual planning for FY 25/26
- 29 October – direction setting for the 25/26 work programme
- 12 November – draft board input into Annual Budget consultation
- 18 November – *Mayoral Proposal release*
- 19 November – feedback on Mayoral Proposal and Budget Committee workshop presentation
- **19 November - BM to resolve on annual budget input regional topics and mayoral proposal feedback**
- 26 November – finalise local consultation content
- **10 December – BM to resolve local consultation content**

Annual Budget Consultation Period (March 2025)

2025

- 1 April – draft work programme presented to board for feedback 25/26
- 29 April – discuss consultation feedback and finalise input on regional topics
- 13 May – finalise work programme 25/26 and balance budget
- 27 May – finalise content of local board agreement 25/26
- **17 June – BM to adopt work programme 25/26**



Local Board Work Programme – Fairer Funding

From 1 July 2025, local boards will move to a fairer allocation of local board funding, with additional funding approved through the LTP.

The distinction between LDI and ABS budgets will also cease to exist.

The Waitematā Local Board has not been allocated additional budget; how does this affect our focus areas and what can we do differently?



Capex vs Opex

- CAPEX
 - Catch up on deferred works
 - Focus on renewals
 - Some have big projects ongoing/planned
- OPEX
 - Different for every local board
 - Will work with you in the context of your funding situation
 - Local context will impact opportunities



Local Board Plan

- Local board Plan is your strategic three-year plan that should guide the direction of the local board work programme.
- LBP monitoring has been refreshed using a RAG status. Economy initiatives require additional investigation, and Advocacy Initiatives will need to be reviewed.
- Out of 88 key initiatives, nine initiatives are recorded with a status of **RED** (not progressing)
 - Water Edge Response Works (Red)
 - Support programmes and initiatives that accelerate Māori and Pasifika entrepreneurship (Red)
 - Light Rail Proposals Management & Analysis (Red)
 - Review city centre civic spaces in support of place plan for Te Komititanga activations and programming (Red)
 - Partnerships with Ngāti Whātua o Ōrākei re Te Tōangaroa / Quay Park (Red)
 - Newmarket Laneways Plan upgrades for York and Kent Street (Red)
 - Living Green Walls/Installations (Red)
 - Grey Lynn Multi-Purpose Community Facility (Red)
 - Auckland Unitary Plan Protections / Site of Significance DMP
- **Are there particular areas in your Local Board Plan you would like to focus on for the 2025/2026 Work Programme?**



Local Board Plan

- Local board Plan is your strategic three-year plan that should guide the direction of the local board work programme.
- LBP monitoring has been refreshed using a RAG status. Economy initiatives require additional investigation, and Advocacy Initiatives will need to be reviewed.
- Out of 88 key initiatives, six are recorded with a status of **AMBER** (progressing but with barriers)
 - Community Arts Broker (Amber)
 - Ewelme Cottage Renewal (Amber)
 - Renewals Priorities (Amber)
 - Asset/Portfolio Review (Amber)
 - Grey Lynn Park Paddling Pool Renewal Options (Amber)
 - Sport Auckland Relationships (Amber)
- **Are there particular areas in your Local Board Plan you would like to focus on for the 2025/2026 Work Programme?**



Local Board Plan – Possible Areas of Focus

Our People	Developing Sport Auckland relationships, creating non-contestable grant fund for partnership applications, additional Emergency Response Plan & Readiness activity
Our Places	Strengthen collaborative approach to transport placemaking across Local Board boundaries particularly on CRL, stronger partnership on Te Tōangaroa / Quay Park, city centre civic spaces review, refresh approach on Newmarket Laneways Plan
Our Environment	Enhancing volunteering programmes, more trees planted, scoping 'living wall' features into projects and asset renewals
Our Community	Asset opportunities will rely on the portfolio review to give stronger context and visibility of options and sustainability, primarily these are long-term investment decisions
Our Economy	Economic transformation and investment has limited scope within LB governance; Mayoral Direction focusing on events, economy, and cultural enhancement will improve this, can we work more closely with TAU, Eke Panuku, DPO, Heart of the City
Māori Outcomes	Support Māori and Pasifika entrepreneurship, Partnerships with Ngāti Whātua o Ōrākei, Community Arts Broker activities focused on Māori arts storytelling
Climate Outcomes	LBP 2020 is proactive in its commitment to Te Tārūke-ā-Tāwhiri – Auckland's Climate Plan, and although not a performance measure, all activities are measured for climate impacts and benefits or neutrality.



Māori Outcomes

Waitematā Local Board Plan 2023 includes a focus on Māori Outcomes
Local board delivery on Māori Outcomes is now being measured - baseline to be set in 2024/2025

Local board delivery on Māori Outcomes is a new performance measure for this year. It's measuring the number of local activities that deliver moderate to high outcomes for Māori as outlined in 'Kia Ora Tamaki Makaurau'.

The current work programme is setting a baseline for this measure. In your 2024/2025 work programme:

- There are local activities that deliver moderate Māori outcomes including placemaking activities, narrative signage, parks activations, and environmental restoration and waterways restoration activities
- Māori Responsiveness programming is classified as 'High' outcome delivery, alongside rangatahi youth development programming
- All activities and programmes are assessed for outcome benefits for Māori



Māori Outcomes – Moderate/High definitions

Degree	Definition
No outcomes	I am not aware of any activity outcomes that are of benefit for Māori
Low or indirect outcomes	<p>Māori interests are limited or not significantly affected.</p> <ul style="list-style-type: none"> • The activity will involve some Māori participants but is not specifically targeted to working with Māori. • The activity will involve minimal engagement with Māori, and no significant changes will be made to project design as a result of Māori feedback. • The activity may indirectly benefit Māori, for example by reducing climate risk, or achieving other environmental outcomes, but does not seek to specifically impact outcomes for Māori.
Moderate outcomes	<p>Māori interests exist or are affected but wider interests take priority.</p> <ul style="list-style-type: none"> • Māori have been consulted and involved, and their concerns and aspirations have been understood and considered in the design of the activity. • Council collaborates with Māori. Both parties contribute to identifying issues and solutions, but council maintains control of the activity.
High outcomes	<p>Māori interests are significantly affected, or activity is in response to Māori aspirations.</p> <ul style="list-style-type: none"> • The activity is co-designed with Māori, or Māori-led. • Co-design occurs when the council and Māori work in partnership to identify the issue and to design solutions. • Māori-led: Māori decide on the activity and the council assists in implementing the decisions made by Māori. • Activity may be delivered by Māori businesses or community organisations and will achieve significant outcomes for Māori.



Climate Outcomes

The LBP includes a focus on Climate Outcomes and lists out critical projects and initiatives such as emergency response planning, waste minimisation and resource recovery, prioritising sustainable renewals development, revegetation initiatives, and support for the Shoreline Adaptation Plan.

There is no specific Climate Outcomes performance measure. There are two measures for supporting community events for natural environment enhancement and community waste initiatives.

The current work programme tracks climate outcomes based on climate mitigation (lowering emissions) & climate adaptation (resilience) impacts. In your 2024/2025 work programme:

- Most community activities are noted as neutral impacts and environment activities as positive.
- Delivery departments are aligned where possible to the outcome statements of LBP 2023 on meeting climate change outcomes.



Next steps

1. Local Board Annual Planning (LBAP) workshop 2 (29 October)
 - The local board share their strategic direction with delivery staff
 - Delivery staff present additional ideas for investment
 - The local board commissions staff to investigate and provide advice/options in the new year
2. Local board consultation content is drafted based on LBAP workshop 2 and workshopped at LBAP workshop 5
3. A recap of Annual Budget regional topics will be workshopped at LBAP workshop 3, and the Mayoral Proposal will be workshopped at LBAP workshop 4.



Local Board Workshop Review of Auckland Council's Dog Policy and Bylaw 2019

**Local board feedback on the
Statement of Proposal**

September / October 2024



Purpose of workshop

- To provide an overview on the proposed major changes to the Auckland Council Policy on Dogs (2019) and Dog Management Bylaw (2019).
- Local Boards will be requested to provide formal feedback on the proposed changes at their October Local Board meeting.

How preferred feedback will be used

- In December:
 - Local Board views will be presented to the Regulatory and Community Safety Committee
 - The Committee will recommend a proposal to the Governing Body to adopt for public consultation.



Review process to date

RCSC initiated the dog policy and bylaw review, established a joint working group to consider options

September
2023

RCSC endorsed findings (REG/2024/47)

July
2024

Joint working group provided direction on options

August
2024

Engagement with panels and local boards on proposal

September /
October 2024

RCSC: Regulatory and Community Safety Committee



Policy and Bylaw review topics

	Review topics
Topic 1	Approach to dog management in Auckland
Topic 2	Approach to managing dog access rules in share spaces
Topic 3	Region-wide dog access rules
Topic 4	Regional Park dog access rules
Topic 5	Walking multiple dogs

Note: The Policy and Bylaw review does not consider change requests to local dog access rules. These will be considered separately by Local Boards.



Review findings

The Policy and Bylaw have worked well and are generally fit for purpose:

- minimised risks and guided operational service delivery
- standardising rules has made it easier to understand and enforce
- Bylaw enabled 1,437 infringements issued in 2022/23.

However, they could be improved:

- investigate if additional rules are required to walk multiple dogs
- address regional park dog access rules that impact RDO or cause conflict
- make Policy easier to understand and clarify the Bylaw for more certainty
- remove inconsistencies in delegations (no change to local board decision-making).



Proposed significant change to Policy and Bylaw

Walking multiple dogs

Setting a limit on the number of dogs that may be walked:

- maximum of six on a leash in an on-leash area
- maximum of three (of the six) off a leash in an off-leash area (with up to three other dogs on-leash)



Walking of multiple dogs

Review and further investigation findings



Key review findings (July 2024)

- Policy and Bylaw are largely effective and ‘fit for purpose’.
- However, both could be improved to **address the disproportionate impacts** caused by multiple dogs walked at one time.
- Research identified:
 - multiple dog incidents appear overrepresented in some dog-related issues, but the **frequency and impact are low to moderate**
 - ten complaints between 2021 and 2024 relating to commercial dog walkers.

Further investigation findings (August 2024)

- Confirmed the frequency and impact of multiple dog-related incidents are low to moderate.
- Contrary to the review findings (July 2024), incidents involving multiple dogs are **not overrepresented**.
- Of all **dog incidents** in a public place:
 - 4.5% relate to dogs with their owner
 - 0.7% relate to multiple dogs with their owner.
- Of all dog incidents **where an owner is present** in a public place:
 - 16% were associated with more than one dog
 - 84% were associated with one dog.
- Nationally and internationally various views on the maximum number of dogs walked at one time, with **four on-leash and two off-leash the most common view**.

Joint working group guidance

To limit the number of dogs walked / exercised at one time to maximum six on-leash, a maximum of three (of the six) off-leash.



Local Board feedback questions



- Should there be a limit on the number of dogs that may be walked / exercised at one time in Auckland? If so, why?
- How might the proposed limit of six dogs on-leash, three dogs off-leash impact or affect your community?



Proposed changes to regional parks

Regional park dog access rules

- Proposed changes to 14 regional parks
- 10 regional parks – rule changes respond to identified risks and opportunities, make the rules clearer, easier to understand and more practical (more details on following slides)
- Four regional parks – clarifying existing dog access rule
 - Ambury Regional Park
 - Muriwai Regional Park
 - Tāwharanui Regional Park
 - Wenderholm Regional Park



Regional parks with identified changes to rules

- Auckland Botanic Gardens
- Hūnua Ranges
- Long Bay Regional Park
- Mahurangi Regional Park
- Pākiri Regional Park
- Shakespear Regional Park
- Tāpapakanga Regional Park
- Te Ārai Regional Park
- Waitawa Regional Park
- Whakanewha Regional Park



Auckland Botanic Gardens

Proposed major amendment

Amend dog access rules to adopt current signposted off-leash area boundaries when not used for events and until new gardens are developed in this area

Amend the on-leash rule to prohibit dogs from all waterways to address the severe problem of bank erosion caused by non-compliant off-leash dogs in the on-leash area entering the waterways.

Amend dog access rule to explicitly prohibit dogs from busy community areas (Huakaiwaka Visitor centre, Café area, Potter Children's Garden and service areas).

Hunua Ranges Regional Park

Proposed major amendment

Amend the on-leash rule to prohibit dogs from tracks and roads that connect to the Kohukohunui track, the Kokako Management Area and Piggott's Habitat to create a biodiversity buffer to protect wildlife.

Amend the on-leash rule to prohibit dogs on single use mountain bike tracks as these tracks are specially designed for mountain biking with no walking access and have more technical terrain (e.g. steep, narrow and bumpy course).



Long Bay Regional Park

Proposed major amendment

Amend the dog prohibition rule to on-leash to provide a practical access the beach from the southernmost carpark.

Amend the summer daytime rule for the beach south of Vaughan Stream from on-leash to prohibited to address potential conflicts between dogs and beachgoers on this popular beach and align with other summertime and season rules.

Mahurangi Regional Park

Proposed major amendment

Amend the on-leash rule to prohibit dogs from the Cudlip Point Loop Track to create a buffer to protect endangered species in areas accessed off the Loop Track (e.g. bittern, fernbird, and banded rail) in the nearby Te Muri Estuary and stream.



Pākiri Regional Park

Proposed major amendment

Prohibit dogs on the associated beach (a significant ecological area and critical habitat for endangered species such as fairy tern and New Zealand dotterel). Currently dog access to the beach from the regional park is prohibited.

Scott Point (Mahurangi Regional Park)

Proposed major amendment

Explicitly prohibit dogs from the grounds of Scott Homestead.

Amend the time and season rule to on-leash at Scott Point to be consistent with the on-leash rule at Scott Landing nearby.



Shakespear Regional Park

Proposed major amendment

Clarify the dog prohibition rule boundary to be the eastern extent of Army Bay to the boat ramp and the eastern extent of Okoramai Bay to the open sanctuary fence.

Amend the off-leash rule at the grassland areas to a time and season rule similar to the rules at adjacent popular beaches of Army Bay and Okoramai Bay (on-leash summer 10am to 5pm).

Tāpapakanga Regional Park

Proposed major amendment

Amend the wording of the access rule by removing the lambing season rule for the associated beach to allow off-leash access during lambing season. The change would also allow dogs on leash access at the nearby carpark, the fenced grassed area and the pathway to the beach during lambing season (excluding the homestead and campground).



Te Ārai Regional Park

Proposed major amendment

Amend the dog prohibition rule to on-leash to provide practical access to the dog off-leash area from the nearby carpark.

Clarify the rule on the entire southern beach to prohibited to protect wildlife. Currently a popular off-leash area.

Whakanewha Regional Park

Proposed major amendment

To amend the dog prohibition rule to on-leash on western-most tracks to provide practical access the on-leash area of the regional park from tracks used mainly by local residents: Firebreak Track, Eve's-Tawa Link track, Tawa Track, and the northern section of Cathedral track between Tawa and Carsons Road (at the entrance).



Waitawa Regional Park

Proposed major amendment

Amend the off-leash rule to on-leash on Waitawa Beach to avoid conflicts with horses on this popular horse-riding beach with limited space.

Amend the on-leash rule to prohibit dogs on single use mountain bike tracks as these tracks are specially designed for mountain biking with no walking access and have more technical terrain (e.g. steep, narrow and bumpy course).

Amend the off-leash rule to on-leash on the eastern end of Mataitai beach close to the busy community area (BBQ stations, picnic and car parking areas).

Clarify areas in the parks where dogs are allowed during lambing season to avoid conflicts with livestock and to provide more recreational opportunities for dog owners.



Proposed minor changes to Policy and Bylaw

Clarifying existing rules

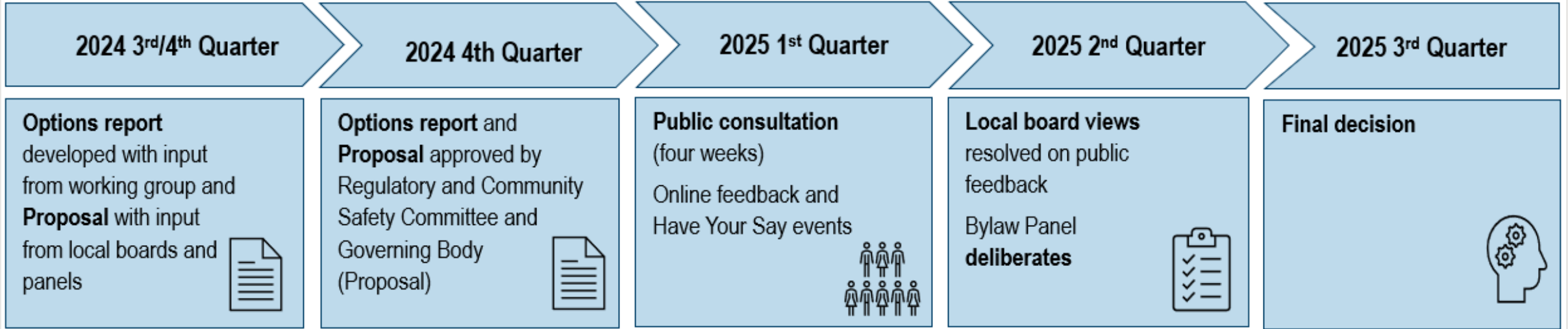
- For example:
 - the requirement to neuter dogs classified outside and relocated to Auckland
 - who can provide dog behavioural assessments
 - dog access rules for certain public places (e.g. council carparks and camping grounds)
 - rules and exemptions for working dogs and dogs in vehicles
 - updating and removing outdated information in Schedule 2 of the Policy

Reorganising Policy content

- Making the Policy easier to read and understand



Next steps



Thank you

